

REPORT OF BOARD OF APPRAISERS

TO ASSESS DAMAGES TO TRANSPORTERS AND OTHERS, BY REASON OF THE SALE OF THE MAIN LINE.

HARRISBURG, March 20, 1858.

His Excellency Wm. F. Packer, Governor:

DEAR SIR:—I have examined an Act of Assembly, entitled "An Act to authorize the appointment of appraisers to assess and report the damages sustained by transporters and others by reason of the sale of the main line of the Pennsylvania canal;" and not deeming the Pennsylvania railroad company liable in any way for any damages to transporters or others, in consequence of the sale of said main line, do, on behalf of said company, decline to appoint an appraiser, as it is permitted said company to do by the terms of said act, and also waive the notice required by the proviso to the first section of said act.

Very Respectfully,
Your Obedient Servant,
WM. B. FOSTER, Jr.
Vice President.

HIS EXCELLENCY, WM. F. PACKER,

Governor of the State of Pennsylvania:

Sir:—The appraisers appointed in accordance with an act, entitled "An Act to authorize the appointment of appraisers to assess and report the damages sustained by transporters and others, by reason of the sale of the Main Line of the Pennsylvania canal," approved the 19th day of March, A. D. 1858, in the discharge of their duties, after a personal inspection of the property, and a careful investigation into the merits of each claim, deem it proper to remark, that in all cases where damages have been allowed, the appraisers were satisfied from the evidence before them, that the present owners have placed the stock on the Main Line since the passage of the act of 1856, on the faith that the Commonwealth would carry out its provisions

for convenience in arrangement, they have divided the claims into four classes, as set forth in the annexed schedule.

The first class of claims embraces section-boats. They have been appraised at their present value, and damages allowed to the extent of such valuation, with two or three exceptions, where the owners are engaged in trading along the canal, and their boats are still of some value. Nearly all these boats were connected with the *through lines*, and are now rendered useless, from the fact of their being too small to compete with the large boats on either division of the canal, and having no facilities for crossing the mountain. (See first class in Schedule.)

The second class includes large boats and railroad cars employed in the *through lines*. Such boats and cars have been appraised at their present value, and damages allowed in

accordance with what, in the opinion of the appraisers, the owners would be compelled to sacrifice in disposing of them, or in using them in a local trade. This business of *through lines* by individual transporters will hereafter be forced from the canals by the railroad company, who will transact it through their own agencies, and the stock is consequently rendered of little value to the owners. This remark will apply particularly to the Western division of the canal, where such boats have no access to other canals. (See second class in schedule.)

The third class embraces the large boats engaged in the *local trade* on the Western division of the canal. They were appraised at their present value, and damages awarded according to what purposes, in the opinion of the appraisers, the boats may hereafter be applied to. The abandonment of the out-let lock, at Allegheny city, presenting a bar to all other sources as a market for the sale of boats, or a channel for extending the line of trade—these facts, together with the large number of boats thrown out of employment which had been engaged in a *through business*, entitle this class of property to some consideration. In assessing these damages, the board based their award upon the supposition that the canal west of Johnstown will be kept open for business, and that the local trade and that which may be thrown upon the canal by the Pennsylvania railroad company, will give some employment to such owners of boats. (See third class in schedule.)

The fourth class includes those engaged in a local and coal trade on the Allegheny Portage railroad and eastern division of the canal. Their damages were assessed according to the loss and inconvenience sustained by the sale of the main line, thereby depriving them of the use of the State railroad in connexion with their mines, and consequently throwing their boats and cars out of employment. The cars were used on the Portage railroad in carrying coal to Hollidaysburg, where a large portion was shipped by the canal for eastern markets. The owners of boats and cars thus engaged have suffered more than those in the local coal trade—hence the disparity in the award. (See fourth class in schedule.)

In the discharge of their duties, the appraisers are fully sensible of the difficulties of their position. They have endeavored, from the best information they could obtain, to arrive at just and fair conclusions. Conscious of the sincerity of their motives, they respectfully submit this report, together with the schedule hereunto annexed, as their award of damages.

J. B. MOORHEAD,
A. E. KAPP,
GEO. C. BABE.

HARRISBURG, Pa., April 16, 1858.

SCHEDULE—Showing the Names of Persons to whom Damages have been Awarded, the kind of Property, its Value and the Amount of Damages.

Names.	Kind of Property.	Value.	Damages.
<i>First Class.</i>			
Kier & Mitchell,	21 Section Boats,	\$8,525 00	\$8,525 00
E. G. & W. Stitt,	11 " "	2,620 00	2,620 00
Sandle & Sterritt,	1 " "	400 00	300 00
Captain Dowry,	1 " " "Orleans,"	300 00	300 00
Arch. M'Fadden,	1 " "	300 00	300 00
Samuel Brook,	4 " "	225 00	225 00
Thomas Milliken, Jr.,	3 " "	1,000 00	750 00
Israel Keim,	2 " "	900 00	800 00
Thomas Gore,	1 " "	150 00	150 00
John Cowden,	1 " "	500 00	500 00
Thomas M'Connell,	1 " "	50 00	50 00
John Stormer,	1 " "	400 00	400 00
Robert Brown,	2 " "	250 00	250 00
John Brown,	1 " "	100 00	100 00
John Sides,	1 " "	100 00	100 00
Samuel Kerr,	1 " "	300 00	300 00
Ira Soyers,	1 " "	500 00	500 00
<i>Second Class.</i>			
E. G. & W. Stitt,	24 Penna. Canal Boats,	7,620 00	3,760 00
Lloyd & Co.,	41 Railroad Cars,	9,250 00	4,625 00
Do., "Western division,"	6 Penna. Canal Boats,	2,900 00	2,400 00
Cookman & Bro.,	11 Eight wheeled Cars,	4,950 00	2,200 00
B. F. Appold & Co.,	6 " " "	2,400 00	1,000 00
<i>Third Class.</i>			
Henry Adams,	1 Penna. Canal Boat,	500 00	150 00
William Hall,	1 " " "	500 00	150 00
James Layton,	1 " " "	500 00	150 00
Leas & Walkinshaw,	1 " " "	350 00	100 00
John Long,	1 " " "	350 00	100 00
Hance Ferguson,	1 " " "	500 00	150 00
Jacob Utsler,	1 " " "	500 00	150 00
William Ford,	1 " " "	450 00	125 00
William Adams,	1 " " "	500 00	150 00
Johnston & Bro.,	1 " " "	350 00	100 00
George Rishberger,	1 " " "	150 00	50 00
<i>Fourth Class.</i>			
J. L. Lloyd,	24 Railroad Cars,	4,250 00	2,250 00
John Miller,	32 " " "	5,500 00	2,160 00
Lloyd, Holliday & Co.,	10 " " "	1,800 00	750 00
Do., "Eastern division,"	3 Penna. Canal Boats,	1,900 00	450 00
Robert M. Lemon,	36 Railroad Cars,	5,400 00	1,570 00
Do., "Eastern division,"	4 Penna. Canal Boats,	2,600 00	600 00
Thomas Bingham,	35 Railroad Cars,	4,650 00	2,325 00
Do., "Eastern division,"	3 Penna. Canal Boats,	1,450 00	350 00
Porter, Milliken & Co.,	12 Railroad Cars,	2,200 00	300 00
J. M'Gonigle,	12 " " "	2,200 00	300 00
Charles Hughes,	5 " " "	1,000 00	300 00
Bernard M'Colgan,	12 " " "	1,200 00	600 00
Arch. M'Fadden,	2 Penna Canal Boats, E. Div.,	1,200 00	200 00
			\$43,185 00

